

This scarcity of rice this year in Kuangtung province has (says the Shanghai Daily News) again compelled Viceroy T'ian and Governor Hui to concert measures for the purchase of 50,000 piculs of rice from the Hakkas provinces this summer—that is, if the Viceroy Chang Ching-tung will permit this drain upon Hakkas provinces notwithstanding the famine now prevailing in certain parts thereof.

The 4th of July was celebrated in most loyal style by the American residents of Shanghai. The main display was made on Monday, the 5th, and the presence of two U.S. warships, the *Maclure* and *Monaghan*, largely helped to make the celebration a big success. There was an "At home" at the U.S. Consulate, several American stores were decorated and on Sunday there were special church services.

The trial of Frank Butler, charged with the murder of Captain Lee Waller while the two were on a gold-prospecting trip, was concluded at Sydney on the 16th June, the jury rendering a verdict of guilty. Butler attempted to cut his throat with a piece of tin early on the 16th ult., but was seized before he did himself any serious injury. Later he made the most violent resistance to his keepers while on the way to the Court-house. He fought like a wild beast and was with difficulty subdued.

ANOTHER MONEY-LENDING CASE.

CHILDREN AS GUARANTORS.
Some extraordinary facts came to light during the hearing of a case by His Honor the Police Judge (Mr. A. G. Wain) in the Summary Jurisdiction of the Supreme Court on Friday, 10th inst., a case in the Asiatic Antiques and Curiosities Shop, where the defendant, Mr. J. M. Stephens, was charged with the sum of \$200 on a promissory note given by his deceased father and which they signed as guarantors.

Mr. Thompson (of Messrs. Deane and Hastings) appeared for plaintiff and Mr. J. M. Stephens for the defendant. Mr. Stephens first pointed out that it was made payable to "bearer" and that no person's name was mentioned as receiver of the money. He also objected to the defendant being stamped with a 50-cent stamp. That stamp only covered the guarantee and, consequently, the defendant had not stamped the p.n. at all.

His Lordship said he was prepared to hold that the stamp must apply to the p.n. only. Defendant was only an ordinary money lender and like many others in the street he was not a party to the transaction. He knew well how these men worked. They had drawers full of pieces of stamped paper and he could not possibly see how it could apply to the guarantee.

Mr. Stephens contended that the stamp should have been a 5-cent one.
His Lordship:—Well, if he had put on one for \$500 you could not say it made the note of no value. I hold that the stamp applies to the p.n. Mr. Thompson briefly stated the facts of the case as follows:

Kramer Singh, who stated that in April, 1895, the first defendant came to him for a loan of \$200, saying she wanted the money to pay another debt as a man was pressing her. He gave her the money and the father signed the first part of the note, which he also wrote and for which he supplied the paper. The interest was 2 per cent per month, and he had received that but nothing of the principal. He had applied to the father for the money and he promised to repay him after the death of his daughter. The father never paid him.

To Mr. Stephens:—He lent the money to the first defendant on April 12th, 1895. There was no promissory note before this one. He first received interest in May, 1895, and never before. He had not torn up a previous promissory note and he had had no dealings with defendants before. He recognised the brother of defendants but he had not signed any previous p.n. The two daughters and the father signed the present one and he gave the father the money. Mr. Stephens then argued that the father's name had been altered, that the son was not joined as a guarantor, and that the former note was destroyed at plaintiff's request, for the purposes of three years' limitation.

His Lordship: It is quite possible that the father got the money and it is rather hard on these two girls, but I can't help that.
Mr. Stephens: But it is a substituted security, my lord.

His Lordship: That was the question we were fighting out so long ago in the *Chien Chien* case, and I hope this case will not last as long as that. Your contention, Mr. Stephens, deals rather with a difference of position between the principal creditor and debtor when the guarantor is released.

Frances Lawrence, the first defendant, was then sworn. She said her father had been foreman at the Sugar Refinery. She remembered her father having a loan of \$200 in 1893 from plaintiff. Her father received the money in her presence. Plaintiff wrote the paper and the father wrote the note and signed it. Her brother George signed second and then she and her sister. She paid as interest \$8 per month, getting the money from her father. She continued to pay interest until 1895, getting a receipt. On April 12th, 1895, plaintiff came to have the note renewed and saw her father, sister and brother. Her father did not want to renew the note. She did not know what the Indian wanted to renew it for and she did not know if it was for a third period. After a while her father agreed to renew and the Indian produced a paper which her father signed. Her brother was not at home and the father said it was better for him to sign. The Indian said it did not matter as the girls could sign. She did not want to sign but did so to please her father. After that plaintiff only came for the interest which he paid her \$8 per month (4 per cent). She understood her brother was to sign the note. The Indian gave the money p.n. to her father, who tore it up. Witness signed as a guarantor. Her brother was 17 years of age now and when he signed in 1893 he was only 13. Witness was 19 when she first signed and her sister 15.

Mr. Stephens continued his argument regarding the change in the guarantors.
His Lordship: It is hard to try to make me think that the whole of their position was changed simply because a little boy did not sign. I do not consider it an alteration and the Indian did not want the boy to sign. It is too absurd on the face of it and I have to go on common sense.

His Lordship:—Please don't argue on that point any more; I have decided on it. The stamp refers to the p.n.
His Lordship in giving judgment said: In this case I am sorry for defendants, but they have been badly dealt with, but I shall under the circumstances make no reference to the father. I have done my best for them and must give judgment for the plaintiff with costs.

Mr. Stephens asked for an arrangement as to instalments.
His Lordship said he would make an order for \$25 per month, first instalment to be paid next month.
Mr. Stephens said he had just been informed that the second defendant's husband's wages were only \$20 a month and that the first defendant had nothing at all. He asked for smaller instalments.

His Lordship said he could not comply with the request.
THE CAREW CASE.
News reaches us (N. C. Daily News) from Yokohama that a petition is going to be presented to the Privy Council for leave to appeal against the decision in the Carew case.

PROGRESS IN EAST SIBERIA.

VLADIVOSTOK, June 29th.
Just "arrove" per Yuzen Kaisha steamer from Hongkong. The steamer *Nagato Maru* had as passengers the chief engineers of the great Manchurian-Siberian Railway together with a number of gentlemen who were prominently connected with the enterprise. The chief engineer has spent a good deal of time since his arrival from St. Petersburg among Chinese officials at Peking and he now announces that everything is ready to proceed, and in vigorous manner, with the final survey of the Manchurian route. It is expected that this survey will be completed in the autumn. It is also expected that before many weeks the work of construction will be begun. There will be no trouble whatever about securing plenty of coolies. It is said 8,000 to 10,000 aboriginal Chiamen can be secured at about 30 kopeks a day. It is evident from the state of the road and from the statements of gentlemen directly connected with the enterprise that the progress in St. Petersburg are fully determined that this railway shall be completed at the earliest possible date. It is believed a very considerable amount of work will be accomplished by the time the severe winter comes in Northern China in December, January, and February sets in. The local business community is naturally very much pleased with the revival of a engineering party, and with the information that work is to be pushed on with all possible vigour and expedition.

There is a thing that adds to the pleasure of this remarkable interesting place, and that is the determination of the General Government to resist the operations of nature and make Vladivostok an open port all the year round. The purpose of the Government in this direction is shown by the purchase of an immense ice boat—a craft so tremendously strong and heavy as to be able to break ice two and three feet thick, and do so easily as not to disturb passengers on that same boat. The craft was manufactured in Copenhagen and arrived at Vladivostok in charge of experts and agents of the manufacturers. These experts will remain until winter to witness the trial trip of the craft. They say they certainly do not doubt as to the complete success of the machine. They do not care, they say, how severe the weather is or how thick the ice. They profess to prefer, indeed, the worst, that their boat may demonstrate its great power.

The general business of Vladivostok and this northern part of the Far East is excellent—better than it ever was before. It might be said the community was enjoying a "boom." This enhanced condition appears to have substantial basis, however, and is not due to speculation or based upon what is hoped for, and what is confidently expected, when the great railway connects St. Petersburg and Vladivostok. There are in this city to-day probably 25,000 persons. Of this number about 12,000 are Chinese and Koreans. There are the common labourers—the men who hew wood and draw water. The Koreans number a couple of thousands. These Asiatics cannot properly be numbered in the population of Vladivostok. Com. actively few of them belong here. With the first real evidence of winter they will be themselves to their respective homes in Shanghai and the provinces in the peninsula that could more properly be called the "Hermut Kingdom" if it were not that it was relieved entirely of its desert aspect by the close and interested proximity of Russia and Japan, with China entirely secondary since the war of a couple of years ago.

The condition of things commercial and industrial in Vladivostok can be appreciated from these facts:—(1) There is not a single unemployed labourer in the place—that is, not a man out of employment who wants to work; (2) there is hardly an unoccupied store dwelling or private dwelling in the city; (3) there are to-day about 200 buildings, store buildings and private residences, being constructed, and practically all of them substantial structures; (4) the hotel accommodations are wholly inadequate, there being a good deal of "doubling up" in the public houses. The "doubling up" people appear to be business men, considerably larger than a lot of a couple of years ago. The Nippon Yusen Kaisha, that great and growing corporation, which is probably the best possible illustration of the marvellous progress and development of the Japanese people and nation, enjoys an excellent business and an excellent reputation in this part of the world.

J. F. M.

FIRE ON BOARD SHIP.

SHANGHAI, July 8th.
A fire, which but for the energetic measures taken for its suppression would almost certainly have involved very serious damage, occurred on board the steamer *Lanxan* on Monday evening (7th July). The ship's lamp-trimmer was in the lamp room, which is situated under the forecastle, engaged in lighting the riding and gangway lamps, when by some carelessness or inadvertence one of the lighted lamps was upset. The whole place was instantly ablaze, and from the inflammable condition burnt completely for several minutes. The ship's crew at once got to work and being supplemented by wet blankets and sand, the fire was extinguished before it could spread beyond the lamp-room itself. The room was completely gutted and all the contents practically destroyed. The lamp-trimmer and third officer (Kilgill) were rather badly burned in extinguishing the flames, but fortunately not in so severe a manner as to necessitate their removal to the hospital.

The *Lanxan* arrived here from New York on Sunday last, and has a cargo of 50,000 cases of kerosene, very little of which had been discharged. Had the fire managed to communicate itself to the holds, the consequences would undoubtedly have proved extremely serious, and great credit is due to the officers and crew for their prompt and ready measures for coping with the emergency. (N. C. Daily News)

REUTER CONTRADICTED.

SHANGHAI, July 8th.
We published on the 22nd of June a Reuter's telegram, dated London, 21st June, stating that M. Giscard had signed a convention with China giving Franco French commercial and political advantages in South-west China, including the right to work mines in Chinese territory. We now learn on good authority from Peking that there is no foundation for the statement, except that the French Minister had been trying unsuccessfully to put through some such agreement. (N. C. Daily News)

THE PROPOSED ANNEXATION OF HAWAII.

PRESIDENT McKinley's MESSAGE.

WASHINGTON, June 16th.

The message of the President was not a very long document. It dealt with historical facts concerning the island, and showed that the United States and Hawaii yearly grow more closely bound to each other. This was not merely annexation, he said, but a continuation of existing relations, with closer bonds between people closely related by blood and kindred ties. "Since 1820," says the President, "the predominance of the United States has been known. The sending of the first Envoy there brought the islands into closer relations with the United States, and their relations grew more firm by successive events. At the time the tripartite agreement was made for the government of Samoa, Great Britain and Germany wanted to include Hawaii in the group over which a protectorate was established, but the suggestion was rejected by the United States, because this Government held that there already existed relations between Hawaii and the United States which placed the islands under the special care of this country, and this Government could not allow any other country to interfere in the affairs of Hawaii."

The President called attention to the fact that a legitimate and existing Government of Hawaii offered to annex the islands to the United States in 1893, but the annexation was not accepted by this country. He stated that the United States had virtually exercised a protectorate over the islands since the first American mission, and guaranteed the autonomy of the Government of the group. The islands had been largely settled by our own people, and our people were now interested in them. American interests predominated, and we had grown to consider them under our protection. The present treaty was in the light of a consummation of what had practically been in existence for years.

Referring to the treaty negotiated under the Harrison Administration, President McKinley said that the failure to accept the offer of annexation in 1893, while not a subject of contemplation, was not wholly without its value, as it had demonstrated that the existing Government could maintain itself, and no question could be raised of the authority of the present Government to negotiate the present treaty or its right to yield the sovereignty of the islands. The annexation of the islands, said the President, and making them a part of the United States, is in accordance with the established policy of this country.

THE TREATY IN THE SENATE.

WASHINGTON, June 16th.

The treaty for the annexation of the Hawaiian Islands reached the Senate chamber at 5 o'clock to-day. The Senate at once went into executive session, and as soon as the doors were closed the message of President McKinley accompanying the treaty and the treaty itself were read to the Senate. They were attentively listened to. In one part of the chamber there was a group of Senators who bitterly opposed the ratification of the treaty. Among them were Gray, Mills, Pease, White, Caffery, Pettigrew and McHenry. As soon as the reading of the documents was completed Senator Davis, chairman of the Committee on Foreign Relations, moved that the message and the treaty be made public.

Senator Gray objected to a vote on the motion, and under the rules a single objection carried the motion over until tomorrow.

Senator Davis gave notice that at the next executive session he would renew the motion for publication, as all the essential facts and almost a verbatim copy of the treaty had been published in the press of the country.

There was some discussion as to when the treaty might be considered and Senator White asked if it was the intention to press it at this session, and upon the reply being made that it was possible, the California Senator gave notice to introduce the treaty and to propose to stay here all summer to prevent the ratification, which I consider a very bad proposition. "I'll join you," said Senator Pettigrew of South Dakota.

The treaty proved to be a simple document of six articles, based in its essential details upon the treaty negotiated by John W. Foster during the Administration of President Harrison. The islands are ceded practically without conditions, leaving the United States to purchase its own citizens and property to their own country.

The first article reads as follows: "The Government of the Hawaiian Islands hereby cedes, from the date of the exchange of the ratifications of this treaty, absolutely and without reserve to the United States forever, all rights of sovereignty of whatever kind in and over the Hawaiian Islands and their dependencies, renouncing in favour of the United States every sovereign right of which, as an independent nation, it is now possessed, and henceforth, all of the Hawaiian Islands shall become an integral part of the territory of the United States."

The Hawaiian Government cedes to the United States the absolute ownership of all the public lands, public buildings, ports, harbours, fortifications, military and naval equipments, and all other Government property. It is specially provided, however, that the ceding land and the United States shall not apply to the public lands of Hawaii, but that special laws shall be made from time to time for their disposition, the proceeds of any sales of these lands to be applied to educational purposes in the islands. The islands are, for the present, to constitute a Territory of the United States, their local laws remaining in force until new ones are enacted. A local Legislature is provided for in the First Article of the United States Constitution. A commission of five persons, consisting of three Americans and two Hawaiians, to be nominated by the President and confirmed by the Senate, is provided for the purpose of formulating the mode of the government for the islands. The treaties of the United States with other countries are substituted for the treaties of Hawaii with the same countries in controlling the international relations of the islands. Further immigration of Chinese laborers to the islands is prohibited, and the laws restricting Chinese immigration to the United States are made to apply to the prevention of Chinese removing from Hawaii to this country. This country agrees to assume the debt of the island republic to the extent of \$4,000,000. The five Commissioners provided for in the treaty are expected to make recommendations to Congress as to new laws and also as regards the form of government. The present form of local government is to continue for the present, except that the President is to have immediate veto power over the acts of the Hawaiian Legislative Assembly. No mention is made of any gratuity to Liliuokalani or Kalia.

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JAPAN LOOKS AT PROTEST.

WASHINGTON, June 16th.

Before the final signature of the treaty to-day the Secretary of State was preceded with a formal protest by the Japanese Government through its legation here. The protest is understood to be based on apprehension that the special treaties now existing between Japan and Hawaii, under which the Japanese enjoy advantages, will be affected injuriously by complete annexation. Minister Hoshi of Japan declined to be seen to-day about the protest, and Secretary Matsu refused to discuss the matter in any way, but it is believed that the Japanese protest was made in person to the State Department by Minister Hoshi.

The news of the protest was a great surprise to the Hawaiian Legation, and as soon as intelligence of it was obtained, Minister Hatch started out to learn the particulars. The essential point as to the protest, it is said at the Hawaiian Legation, is whether the protest is against the annexation of Hawaii, or is simply a protest reserving to Japan all her rights under the existing treaty with Hawaii. It is believed to be the latter.

The Japanese treaty with Hawaii was made in 1871 and provides that natives or citizens of one country shall have the uninterrupted right to enter into, reside and trade in the other country, and shall also have the rights and privileges enjoyed by the people of any other country under treaty stipulations with Japan. Japan under the treaty consequently has a perfect right to have her immigrants enter the Hawaiian Islands. Under the international law the annexation of Hawaii to the United States would abrogate this treaty. Moreover, a new treaty between the United States and Japan, made some time ago and to become effective in 1899 provides that the United States may exclude Japanese. If Hawaii is annexed the effect would be to permit the United States to exclude the Japanese from Hawaii.

At the Japanese Legation the document filed by the Japanese Minister is not regarded as a protest against the Hawaiian treaty, but is considered as a request for official information. There appears, however, to be no doubt that as soon as Japan is notified officially of the signing of the convention, that the Government of the United States will be informed that Japan expects and demands their recognition of all the rights and privileges which she now enjoys under the existing treaties with Hawaii.

While peaceful annexation of the Hawaiian Islands would abrogate the existing treaties of that country with foreign powers, Japan probably will contend that the United States must assume and respect Hawaii's obligations to foreign powers.

BRITISH AND FRENCH PRESS ON THE PROPOSED ANNEXATION.

LONDON, June 17th.

Most of the morning papers contain editorials on the proposed annexation of the Hawaiian Islands.

The *Times* says:—The United States Government has made a new departure from its historical policy. Such an acquisition of foreign dependencies will bring into existence a new and serious foreign policy, which cannot in all cases be determined by an unqualified application of Monroeism. Will America pursue the colonizing course upon which she has now entered? President McKinley tries hard to represent the case as wholly exceptional, but the forces tending in an opposite direction are very strong. The *Standard* says:—The natives will be better off under the American Government than before. No doubt the Americans will soon build a fleet to protect their colony. The *Morning Post* says:—President McKinley should be satisfied to receive the matter now he has brought it before the public. Japan is not likely to consent without a struggle. England will require a good pro quo, and the *Star* will scarcely escape the notice of the Australians. The *Daily News* admits that the United States has a superior claim and expects that the Japanese protest will be merely diplomatic.

PARIS, June 16th.
The *Journal des Debats*, commenting to-day on the Hawaiian annexation treaty, says: Only Great Britain and Japan have enough interest in Hawaii to oppose its annexation—especially Great Britain.

LONDON COLLEGE OF MUSIC.

HONGKONG BRANCH.

"BELLINI'S MEDAL," PRESENTED BY THE HON. R. A. KELLOGG, C.M.G.

The following medals and prizes are offered for competition at the examination in November next:—

A medal will be awarded to the male candidate and one to the female candidate who obtains the highest number of marks, subject to the following conditions:—

1. Candidates must enter for both Practical Music (instrumental or vocal) and Theory of Music.
2. Any candidate who, at a previous examination, has received a 1st Class or Honours Certificate, may not again enter for the same or a lower section.
3. Candidates entering for the Elementary or Junior Pass Sections, shall not be eligible to receive a medal.

4. For the purposes of this competition the maximum number of marks obtainable shall be:—
(a) Practical Music:—
Advanced Senior 100
Senior 80
Intermediate 60
(b) Theory:—
Senior Honours 100
Senior Pass 80
Intermediate 60
Junior Honours 40

PIANOFORTE PRIZE.
A prize will be awarded in each section of pianoforte playing to the candidate obtaining the highest marks, provided that there are at least three entries in each section.

SINGING.

A prize is kindly offered by D. R. Crawford, Esq., to the candidate obtaining the highest marks in Singing, provided that at least three candidates enter for this subject. The system of marking will be similar to that adopted in the "Bellini Medal" competition. No candidate can receive more than one prize for the same subject.

Copies of the Syllabus, giving the requirements for the various examinations, may be had on application. Entries should be sent in not later than July 15th, 1897.

R. RALPH, Local Secretary.

NOT A N D A.

CALENDAR.

JULY.

Metereological means based on ten years' observations to 1895.
Barometer 29.73
Thermometer 81.5
Humidity 83
Rainfall 15.98

TO-DAY.

WEATHER REPORT.
On date at On date at
10 a.m. 4 p.m.
Barometer 29.93 29.90
Thermometer 84 86
Humidity 79 66
Rainfall 0.10

TO-MORROW.

Tuesday, 13th July, 1897.

Chinese—14th of 6th moon of 23rd year of Kwong-ii.
Jewish—13th Tamuz, 5657.
Mohammedan—12th Saphar, 1315.

Sun—Rises 5 a.m. 5.45 a.m.
Sets 6.45 p.m. 7.35 p.m.
High water—Morning 7.35 a.m.
Afternoon 1.35 p.m.
Low water—Morning 3.35 a.m.
Afternoon 5.35 p.m.

ANNIVERSARIES.

1635—First English ship reached China.
1875—The Imperial College of Torpedo Engineers, Fockow, opened.
1873—Treaty of Berlin signed.
1893—John Stewart Laprak died.
1895—Disturbances at Amoy; men landed from H.M.S. *Ridgely* to protect the foreign residents.

TO-MORROW.

Wednesday, 14th July, 1897.

Chinese—15th of 6th moon of 23rd year of Kwong-ii.
Jewish—14th Tamuz, 5657.
Mohammedan—13th Saphar, 1315.

Sun—Rises 5 a.m. 5.45 a.m.
Sets 6.45 p.m. 7.35 p.m.
High water—Morning 7.35 a.m.
Afternoon 1.35 p.m.
Low water—Morning 3.35 a.m.
Afternoon 5.35 p.m.

ANNIVERSARIES.

1834—Lord Napier and his wife arrived in China.
1873—Shimonoseki forts bombarded by the British, French and American squadrons.
1890—Death of the Hon. A. Lister at Yokohama.
1896—Li Hung-chang received by President Faure and attempted assassination of the latter.

MEMORANDA.

TO-MORROW—14th July.

Canadian mail due.

11 a.m.—The Dog Case, Supreme Court.

THURSDAY—15th July.

11 a.m.—Outward English Mail closes.

Noon.—*Rovinsky* sails for Europe via the usual ports of call.

11 a.m.—American mail closes.

Noon.—*Pera* leaves for San Francisco via the usual ports of call.

Noon.—General Meeting Tebrau Planting Co., at 38 Queen's Road.

9 p.m.—Meeting of Zealand Lodge.

FRIDAY—16th July.

Indian and Australian mails due.

Examinations for the London College of Music examination close.

2.15 p.m.—False trade mark (es) case at the Police Court.

5.30 p.m.—Meeting of Perseverance Lodge.

SATURDAY—17th July.

French and Tacoma mails due.

SHARE MARKET.

LATEST QUOTATIONS.

Yangtze Insurance, 3150; Straits Insurance, 3170; China Fire, 3100; China Sugar, 3140; Luon Sugar, 3470; Panjoms, 334; Rango, 323; Tramways, 3115; Ewon, 116; International, 1200; Leou Kung-mow, 112, 120.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Canadian (*Empress of Japan*) to-morrow.

Indian (*Catherine*) 15th inst.

Australian (*Omt Maru*) 16th inst.

French (*Salasia*) 17th inst.

Tacoma (*Panhan*) 19th inst.

American (*City of Rio de Janeiro*) 25th inst.

Australian (*Arcturion*) 26th inst.

German (*Bayern*) 26th inst.

Tacoma (*Brasmar*) 26th inst.

Tacoma (*Tacoma*) 31st inst.

Canadian (*Empress of China*) 4th prox.

American (*Gastie*) 5th prox.

THE O. & O. S. S. Co.'s steamer *Doric*, with mails, etc., will leave hence June 17th for San Francisco, via Shanghai, Nagasaki, Kobe, Izu Islands and Yokohama, arrived at her destination on the 17th inst.

SHIPPING RETURNS.

From 6 p.m. yesterday to 6 p.m. to-day.

Yuzen Kaisha steamer, from Yokohama

Rouma " " Shanghai

Coplin " " Shanghai

Peking " " Foochow

Sihon " " Saigon

Pronto " " Canton

Wingang " " Canton

Myndam " " Shanghai

Namoa " " Coast Ports

Aggregating 2,742 tons register.

DEPARTURES.

Nobu steamer, for Shanghai

Radori " " Bangkok

Shul " " Chefoo

Intimations.

A STRIKING SUCCESS!
WILL DYE TO ANY SHADE. **MAYPOLE SOAP** BUT WON'T WASH OUT OR FADE.

DOES NOT DYE THE HANDS.

For Dyeing SILKS, SATINS, COTTONS, FEATHERS, LACE, WOOLLEN GOODS, or MIXTURES of COTTON and WOOL, &c.,
Such as Blouses, Dresses, Undershirts, Ribbons, Children's Frocks, Plushes, Lamp Shades, Silk Scarves, Handkerchiefs, Gentlemen's Shirts, Lace Curtains, Silk Gloves, Stockings, Antimacassars, Toilet Mats, Shawls, &c., &c., &c.

COLOURS STOCKED.

Cream, Heliotrope, Pink, Canary, Mauve, Alce-Blue, Terra-Cotta, Orange, Nut-Brown, Scarlet, Black, Coric and Cardinal.

SOLE AGENTS for Hongkong and China.

WATKINS & CO., Apothecaries' Hall, 66, Queen's Road Central.

Dr. KNORR'S
ANTIPYRINEDr. OVERLACH'S
MIGRAININE

patented
"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC and NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

Masonic.

PERSEVERANCE LODGE OF
HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 16th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 9th July, 1897.

To be Let.

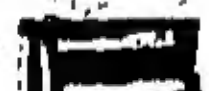
NO. 6, PRAYA CENTRAL—FIRST and SECOND FLOORS.
No. 5, PRAYA CENTRAL—A Commodious OFFICE with GODOWN.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 9th June, 1897.

TO LET.

DWELLING HOUSES—
HOUSES IN RIFON TERRACE.
"HARFORD," at MAGADON GAP, No. 29, ELGIN STREET.
FLOORS IN STANTON and ELGIN STREETS.
GODOWNS in BLUE BUILDINGS.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 24th June, 1897.

Shipping.

STEAMERS.



NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

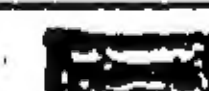
MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.
THE Company's Steamship

"YAMASHIRO MARU,"
Captain J. Jones, will be despatched for the above Ports on FRIDAY, the 23rd instant, at 4 P.M.
This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

A daily qualified Doctor and a European Stewardess are carried.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 6th July, 1897.



NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR MARSEILLES, LONDON AND ANTWERP.
VIA SINGAPORE, COLOMBO AND PORT SAID.
THE Company's Steamship

"HAKATA MARU,"
Captain R. Nilsson, will be despatched as above on SATURDAY, the 24th instant, at 5 P.M.
This Steamer is fitted with Superior Passenger Accommodation for First-class and Second-class Passengers and is lighted by Electricity throughout.

A daily qualified Doctor is carried.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 6th July, 1897.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"FORTUNA,"
will be despatched as above on or about 25th July,
to be followed by
The Steamship
"FREY,"
on or about 10th August.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 19th June, 1897.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"
Captain Balthurst, will be despatched for the above Ports TO-MORROW, the 14th instant, at 10 A.M., and not as previously notified.
For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 13th July, 1897.

"SHIRE" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
THE Company's Steamship

"CARMARTHENSHIRE,"
Captain Slocum, will be despatched for the above Port TO-MORROW, the 14th instant, at 5 P.M.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.
Agents.
Hongkong, 12th July, 1897.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR MARSEILLES AND LONDON,
VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship

"PAKLING,"
H. L. Allen, Commander, will be despatched as above TO-MORROW, the 14th instant.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 10th July, 1897.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"NAMO,"
Captain Hall, will be despatched for the above Ports on THURSDAY, the 15th instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 12th July, 1897.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"KUTSANG,"
Captain Geo. Payne, will be despatched as above on SATURDAY, the 17th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 12th July, 1897.

"GIBB" LINE OF CHINA AND AUSTRALIAN STEAMERS.
FOR SYDNEY AND MELBOURNE.
(Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)
THE Steamship

"AFRIDI,"
Captain Golding, will be despatched for the above Ports on SATURDAY, the 17th instant, at 5 P.M.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 12th July, 1897.

THE Steamship
FOR KOBE (DIRECT).
THE Steamship

"ASLON,"
Captain Rowell, will be despatched for the above Port on SATURDAY, the 17th instant, at 5 P.M.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 12th July, 1897.

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"CHANGSHA,"
Captain Williams, will be despatched on WEDNESDAY, the 21st instant, at 4 P.M.
Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A daily qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
Return Tickets issued by this Company to and from AUSTRALIA are available for return by Steamers of the EASTERN and AUSTRALIAN S. S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th July, 1897.

"BEN" LINE OF STEAMERS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"BENVENUE,"
Captain Sanchet, is due here about 22nd instant, and will have quick despatch.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 8th July, 1897.

SAILING VESSEL:
FOR SAN FRANCISCO.
THE 100 A British Ship

"PALES OF DEE,"
Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 4th February, 1897.

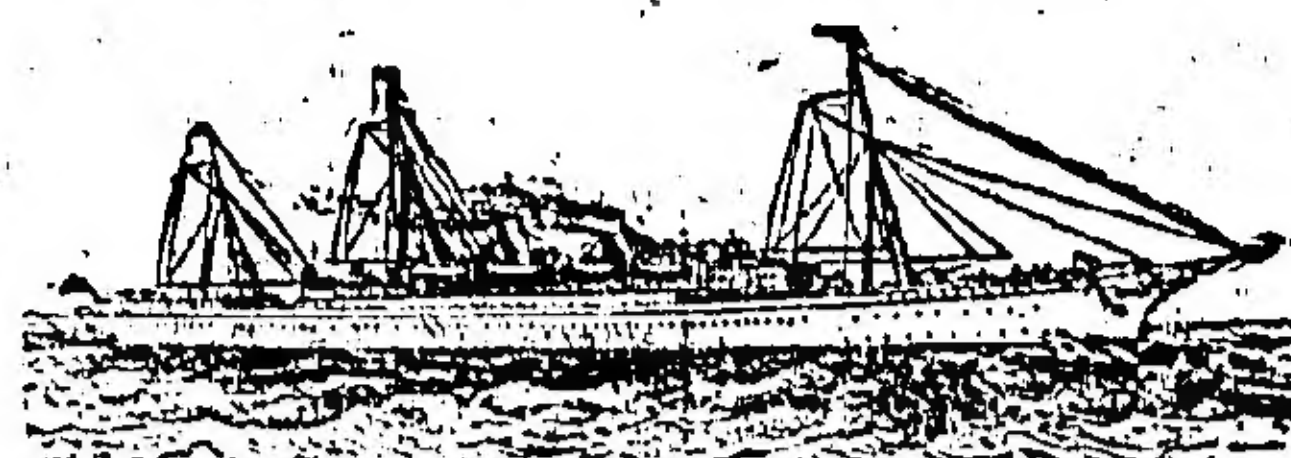
FOR SAN FRANCISCO.
THE 100 A British Ship

"HEATHBANK,"
McKee, Master, shortly expected, will load here for the above Port, and will have quick despatch.
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 17th June, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 21st July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 11th Aug.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 1st September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey (avoiding the long passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 30th June, 1897.

OCCIDENTAL & ORIENTAL
STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Capit. (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 24th July, at Noon.
Capit. (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 14th Aug., at Noon.
Capit. (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 2nd Sept., at Noon.

THE Company's Steamship
"COPTIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on SATURDAY, the 24th July, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 5th July, 1897.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG.
SOLE AGENTS FOR
HARTMAN'S PATENT'S GENUINE
COMPOSITION RED LEAD BRAND,
HARTMAN'S GREY PAINT,
DAMLER'S PATENT MOTOR LAUNCHES
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
AND
P. & O. SPECIAL LIQUEUR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 10th May, 1897.

U. S. MAIL LINE.
PACIFIC MAIL STEAM-
SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Peru (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama) ... Thursday, 15th July, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 3rd August, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 24th August, at Noon.

THE U. S. Mail Steamship
"PERU,"
will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA on THURSDAY, the 15th July, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding Orders FOR OVERLAND RAILWAYS from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rates.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 25th June, 1897.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 6th March, 1897.

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for DAYVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS).

THE Steamship
"RAVENNA,"
Capt. C. T. Deany, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 15th July, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. Britannia, leaving that Port on the 6th August for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 2nd July, 1897.

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS:

ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Sachsen ... Tuesday ... 20th July.
Bayern ... Tuesday ... 17th Aug.
Prinz Friedrich ... Tuesday ... 14th Sept.
Preussen ... Tuesday ... 11th Oct.
Sachsen ... Tuesday ... 9th Nov.
Bayern ... Tuesday ... 7th Dec.
Prinz Heinrich ... Tuesday ... 4th Jan.

ON TUESDAY, the 20th day of July, 1897, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Supper, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Through Orders will be granted till Noon on SATURDAY, the 17th July. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 19th July, and Passengers will be received at the Agency's Office until Noon on MONDAY, the 19th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$25 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 24th June, 1897.

NORTHERN PACIFIC
STEAMSHIP AND RAILWAY
COMPANIES:

VIA INLAND SEA OF JAPAN.
The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, Doctor and STEWARDESS carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The Yellowstone National Park route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM
HONGKONG.
(SUBJECT TO ALTERATION.)

Columbia ... 2.50 | Tuesday ... July 27.
Tacoma ... 2.50 | Tuesday ... Aug 17.
Victoria ... 3.16 | Tuesday ... Sept 7.
Olympia ... 2.68 | Tuesday ... Sept 28.
Columbia ... 2.65 | Tuesday ... Oct 19.
Tacoma ... 2.50 | Tuesday ... Nov 9.

THE Steamship
"COLUMBIA,"
Captain W. Hill, sailing at Noon on TUESDAY, the 27th July, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy will be sent forward by the Steamer to the Care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with addresses marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 6th July, 1897.

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of Hongkong.